

COG RAIL ALTERNATIVE (FROM LA CAILLE)



ALTERNATIVE	# Vehicles/peak hour	# People/peak hour + via transit/personal vehicle	Widen Wasatch Boulevard + bus priority	Mobility hubs	Snow sheds	Address trailhead parking	Elimination of winter roadside parking adjacent to ski resorts	Tolling or management of vehicle occupancy	Add bus only lane to S.R. 210 from North LCC Road to Alta	Impacts (Properties)		Costs	
										Relocations	Section 4(f)	Capital costs	O&M costs
COG RAIL (FROM LA CAILLE) WITH BUS FROM MOBILITY HUBS NO ADDITIONAL ROADWAY CAPACITY	Bus to base every 10 min. Train every 15 min. (4 trains per hour)	1,050 (Transit) 2,249 (Personal) 3,299 People	✓	2 Hubs + (1,500 parking stalls at La Caille)	4 Snow sheds	✓	✓	✓		1 Residential (already acquired)	1 Site	\$1.106B	\$7 M Winter \$2.2 M Summer

ABOUT THIS CONCEPT

Riders would either park at a parking structure at the cog rail base station and then take the cog rail directly to Snowbird, then to Alta or take a bus from a mobility hub to the cog rail base station, then take the cog rail to Snowbird, then to Alta. Buses would have priority on Wasatch Blvd. Cog rail service information reflects peak winter service.

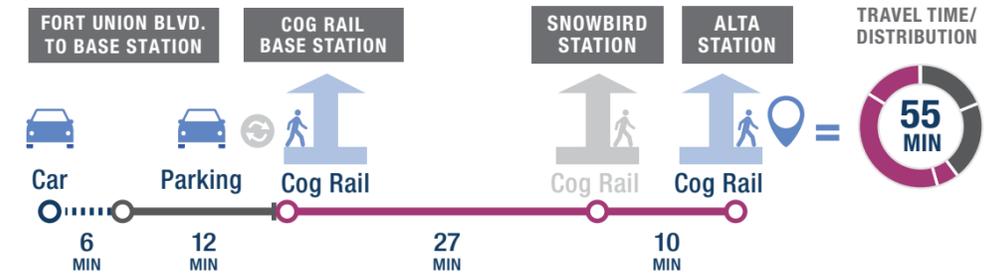
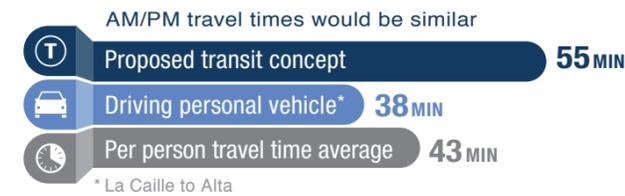
\$1.106B CAPITAL COSTS

- \$69M – Mobility Hubs
- \$62M – Wasatch Blvd. Roadway Widening
- \$250M – Snow Sheds
- \$29M – Buses
- \$688M – Cog Rail
- \$5M – Tolling Infrastructure
- \$2M – Trailhead Parking
- \$0.824M – Noise Wall

DRIVING TO BASE STATION

55 MINUTES TRAVEL TIME
1 TRANSFERS DURING TRIP

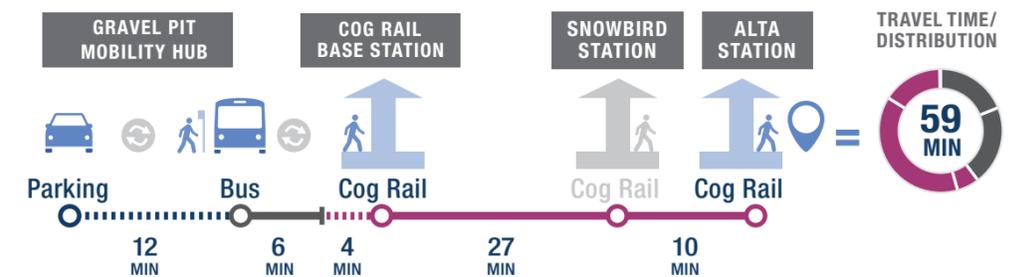
ALTERNATIVE TRAVEL TIME COMPARISON



BUS TO BASE STATION

59 MINUTES TRAVEL TIME
2 TRANSFERS DURING TRIP

ALTERNATIVE TRAVEL TIME COMPARISON



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ALTERNATIVE IMPACT SUMMARY

ALTERNATIVE	Meets Project Purpose and Need		Natural/Built Environment Impacts						Costs	
	 Substantially Improve Average Per Person Travel Time (Across all travel modes for each user)	Substantially Reduce Vehicle Backups Distance from S.R. 209/S.R. 210 Intersection (Feet)	 Visual change	 Air quality standards exceeded	 Impacted noise receptors	 Water quality standards exceeded	 Relocations	 Capital costs	 O&M costs	
No-Action Alternative	80-85 MIN	 On S.R. 209: 6,700  On S.R. 210: 13,000	None	No	173	No	0	-	-	
   COG RAIL (FROM LA CAILLE) WITH BUS FROM MOBILITY HUBS NO ADDITIONAL ROADWAY CAPACITY	43 MIN Driving to base station 45 MIN Bus to base station	 On S.R. 209: 350  On S.R. 210: 3,050	Medium	No	173 + 58 No-action baseline + Alternative noise impact	No	1 (already acquired)	\$1.106 B	\$7 M Winter \$2.2 M Summer	

OTHER TRANSPORTATION PERFORMANCE CONSIDERATIONS

ALTERNATIVE	 Mobility	 Travel Reliability	 Safety	 Scalability	 Supports Active Transportation
   COG RAIL (FROM LA CAILLE) WITH BUS FROM MOBILITY HUBS NO ADDITIONAL ROADWAY CAPACITY	1,050 people per hour (Meets goal)	<ul style="list-style-type: none"> Not impacted by slide offs/crashes Cog rail could not operate when debris is being removed from track 	<ul style="list-style-type: none"> System would not operate during avalanche mitigation Rail alignment separate from roadway increases roadway safety 	<ul style="list-style-type: none"> Not scalable - complete infrastructure required at start 	<ul style="list-style-type: none"> 6'-8' shoulder would be built between downhill travel lane and cog rail alignment Shoulder could be used by pedestrians/cyclists